

SECTION 11. FLIGHTCREW REQUALIFICATION TRAINING CURRICULUMS

617. GENERAL. This section contains information, direction, and guidance to be used by POI's and other inspectors for the review and approval of requalification training curriculums. In this section a formal definition of requalification training is given; a definition is not included in the FAR's. Since crewmembers qualified for operations in revenue service under Parts 121 and 135 do sometimes lose their qualification, it is useful for the operators to have a definition of requalification training, including the reasons for it and its objectives.

A. *Definition.* For the purposes of this handbook, requalification training is defined as that category of training conducted specifically to restore a previously qualified crewmember to a qualified status. The operator's requalification training curriculum must contain the specific duty position and aircraft type for the applicable operations (in some cases, aircraft family for certain Part 135 operations). To be eligible for training in a requalification curriculum, a crewmember must have been previously qualified in that aircraft type and duty position and have subsequently lost that qualification.

B. *Reasons for Crewmembers Losing Qualification.* A crewmember may lose qualification status and become "unqualified" for any of the following reasons: failure to accomplish all of the recency of experience requirements required by the regulations (noncurrent); failure to complete recurrent training within the eligibility period established by the regulations (becoming overdue); or failure of a checkride (becoming disqualified). A crewmember may be simultaneously qualified in one airplane or duty position and unqualified in another.

NOTE: If a crewmember fails a checkride in one airplane, that crewmember cannot fly in revenue service in another airplane until the crewmember's qualification has been re-established.

C. *Objectives of Requalification Training.* Crewmembers meet requalification training objectives by completing a combination of aircraft ground, flight, and qualification curriculum segments, as applicable. The training and qualification curriculum segments needed for a crewmember's requalification are determined by the reasons for, and the length of, the crewmember's unqualified status. A crewmember's requalification after a loss of currency may be as simple as re-accomplishing

the currency events in which the crewmember is delinquent, such as landings. Requalification, however, may be as complex as the crewmember having to accomplish the events in the initial equipment category of training when the crewmember has been unqualified for an extended period of time. Remedial training after disqualification should be tailored to the specific case.

619. RE-ESTABLISHING LANDING CURRENCY OF PART 121 PILOTS. FAR 121.439(a) requires that each pilot operating under Part 121 must have made at least three takeoffs and three landings in the airplane type in which the pilot is to serve in the previous 90-day period. A pilot who fails to meet this requirement is unqualified to serve in Part 121 operations. In such a case, the qualification curriculum segment for requalification training consists of either an experience module or a basic qualification module (proficiency check) in accordance with Appendix F of Part 121, and section 7 of this chapter. Aircraft ground training curriculum segments and flight training curriculum segments are usually not required. POI's must ensure that the operator's training modules for requalification meet the requirements that follow.

A. A recency-of-experience qualification module may be used which contains at least three takeoffs, three landings, and the following:

- A takeoff and landing with a simulated failure of the most critical powerplant
- A landing from an ILS approach to the lowest ILS minimums the pilot is authorized in revenue operations
- A landing to a full stop

B. The recency-of-experience qualification module may be accomplished in one of the following devices:

- An airplane, in nonrevenue operations under the supervision of a check airman
- An approved Level B, C, or D simulator under the supervision of a check airman
- In a Level A simulator under the supervision of a check airman (The pilot must have previously

logged 100 hours in the same type airplane. The pilot must also be subsequently observed during the first two landings in line operations by a check airman. The pilot may not conduct approaches to minimums lower than CAT I, as specified in the operator's OpSpecs, until this requirement has been satisfied. The landings must be made within 45 days after completion of simulator training.)

C. When a simulator is used to re-establish currency, all flightcrew positions must be occupied by individuals qualified in the operator's procedures and in the specified duty positions. The crewmember's level of qualification does not have to be equivalent to that level required of a crewmember serving in revenue operations. The simulator must be operated in a normal flight scenario. Repositioning is not allowed.

D. The check airman must certify to the proficiency of the pilot and enter that certification into the pilot's records.

621. RE-ESTABLISHING CURRENCY OF PART 121 FLIGHT ENGINEERS. FAR 121.453 requires that flight engineers (FE's) must have acquired at least 50 hours of flight time as FE's in the preceding 6 months in the airplane type in which they are to serve. An FE who becomes noncurrent for failing to meet this requirement must re-establish currency by completing a basic qualification module (proficiency check) conducted either by an FE check airman or by an FAA inspector, in accordance with section 7 of this chapter. The check may be conducted in an airplane in nonrevenue operations, or in an "engineer simulator" as defined in volume 5, chapter 3.

623. RE-ESTABLISHING LANDING CURRENCY OF PART 135 PILOTS.

A. FAR 135.247 requires that each pilot-in-command (PIC) operating under Part 135 accomplish at least three takeoffs and three landings in an aircraft of the same category and class within the preceding 90 days. Additional requirements apply to the following specific situations:

(1) If a PIC is required to hold a type rating, the PIC must have accomplished the three landings in that type of airplane.

(2) If night operations are authorized, a PIC must have made three takeoffs and landings during the period

extending from 1 hour after sunset to 1 hour before sunrise, in an aircraft or in a Level B, C, or D simulator, of the same category and class within the preceding 90 days.

(3) If an airplane is equipped with a tailwheel, a PIC must have made three takeoffs and landings to a full stop in an airplane equipped with a tailwheel in the preceding 90 days.

B. A PIC who has become unqualified because of a failure to accomplish the required landings may requalify by completing either a basic VFR or IFR qualification module (competency check) as specified in FAR 135.293 and section 7 of this chapter, or by completing a recency-of-experience qualification module. A VFR recency-of-experience qualification module consists of three takeoffs and three landings. One of these landings must be to a full stop. If the PIC is to operate a tailwheel airplane, the three landings must be to a full stop and completed in an airplane with a tailwheel. POI's must ensure that the operator's IFR recency of experience qualification module contains the following:

- A takeoff with a simulated failure of the most critical powerplant (when using a multiengine aircraft that has the performance characteristics which allow this event to be accomplished safely)
- A landing from an ILS approach to the lowest ILS minimums that the pilot is authorized to use in revenue operations
- A landing with the simulated failure of the most critical powerplant (when using a multiengine aircraft)
- At least one landing to a full stop

C. The recency-of-experience qualification module may be accomplished in the following ways:

(1) A PIC may re-establish currency by performing the three takeoffs and landings in an airplane of the same category and class. When the PIC is required to have a type rating to command the airplane, the landings must be in that airplane type. These landings do not have to be supervised by a check airman. The PIC must record the completion of the required landings and provide the operator with a record copy to be kept on file. A safety pilot is required for the IFR module.

(2) The pilot may conduct at least three takeoffs and three landings in an approved Level B, C, or D simulator

under the supervision of a check airman.

(3) The pilot may conduct three takeoffs and three landings in a Level A simulator under the supervision of a check airman. When a Level A simulator is used, the pilot must have previously logged 100 hours in the same airplane type. The pilot must be subsequently observed by a check airman while conducting two landings. If the landings are made in revenue service they must be the first two landings the pilot conducts. The landings must also be conducted within 45 days after the completion of simulator training.

D. When a simulator is used to re-establish landing currency for a pilot, all required flightcrew positions must be occupied by individuals qualified in the operator's procedures and in the specific duty position. The individuals participating do not have to be qualified to serve in revenue operations. The simulator must be operated in a normal flight scenario. Repositioning is not allowed.

E. The check airman must certify to the proficiency of the pilot. The operator must enter that certification into the pilot's records along with the reason that requalification was required.

F. Recency-of-experience modules for PIC's who operate airplanes of the transport category or commuter category should be accomplished under the supervision of a company flight instructor or a check airman.

G. Part 135 does not specify landing currency requirements for SIC's. POI's should encourage operators to establish a minimum requirement that SIC's must perform at least three landings within the previous 90 days in an aircraft of the same category and class. SIC's in IFR operations must, however, have flown and logged 6 hours of instrument flight (three of which may have been in an approved simulator or training device) and six instrument approaches in the preceding 6 calendar months

in accordance with FAR 61.57. SIC's in IFR operations who fail to meet the instrument currency requirements may requalify either by accomplishing a recency-of-experience module or an SIC, basic IFR qualification module in an aircraft of the same category in which revenue operations are to be conducted. The recency-of-experience module must consist of the hours and events in which the SIC is delinquent. The events required in an SIC, basic IFR, qualification module are specified in section 6 of this chapter. The basic qualification module may be administered by an inspector or check airman. The aircraft, simulators, and flight training devices specified in tables 3.2.6.6. through 3.2.6.9. may be used to accomplish these events, flight hours, and checks. When requalification is accomplished by means of a basic qualification module, the check airman conducting the check must certify to the competency of the airman. When the airman requalifies by accomplishing the required hours and events without the supervision of a check airman, the airman shall record that accomplishment in a logbook and supply a record copy to the operator. The operator is responsible for keeping a record of these events.

625. REQUALIFICATION FOR FAILURE TO COMPLETE RECURRENT TRAINING DURING THE ELIGIBILITY PERIOD. A requalification curriculum segment is required when a crewmember fails to complete recurrent training hour during a pre-established eligibility period. The minimum amount of training required in each segment of the curriculum is determined by the length of time the crewmember has been unqualified. Crewmembers must be trained to proficiency and complete a qualification module before being returned to revenue service. Requalification curriculum outlines must specify minimum training hours and events. Both Parts 121 and 135 allow crewmembers to be trained to proficiency. In each individual case, more or less training hours called for in the curriculum outline may be required. Tables 3.2.11.1. through 3.2.11.3. contain the requalification requirements for Parts 121 and 135 crewmembers who have exceeded their respective eligibility periods for required training or checks.

TABLE 3.2.11.1.
PART 121 REQUALIFICATION CURRICULUMS
FLIGHT CREWMEMBER OVERDUE TRAINING

Time Past Month Due	RGT SEGMENT	RFT SEGMENT	QUALIFICATION SEGMENT
Up to 12 calendar months	The portion of RGT not accom- plished when due.	The elements not accom- plished when due.	The modules not accomplished in the eligibility period: PC, LC, or special.
12 to 35 months	16 hours	8 hours	All qualification modules of the transition curriculum.
36 to 59 months	24 hours	16 hours	All qualification modules of the transition curriculum.
More than 59 months	-- SAME AS INITIAL EQUIPMENT TRAINING --		

KEY: RGT - Recurrent Ground Training PC - Proficiency Check
RFT - Recurrent Flight Training LC - Line Check

TABLE 3.2.11.2.
PART 135 REQUALIFICATION CURRICULUMS
FLIGHT CREWMEMBER OVERDUE TRAINING
TURBOJET AIRPLANES, TRANSPORT CATEGORY AIRPLANES
COMMUTER CATEGORY AIRPLANES, AND LARGE HELICOPTERS

Time Past Month Due	RGT SEGMENT	RFT SEGMENT	QUALIFICATION SEGMENT
Up to 12 calendar months	The portion of RGT not accom- plished when due.	The elements not accom- plished when due.	The modules not accomplished in the eligibility period: PC, LC, or special.
12 to 35 months	16 hours	8 hours	All qualification modules of the transition curriculum.
36 to 59 months	24 hours	16 hours	All qualification modules of the transition curriculum.
More than 59 months	-- SAME AS INITIAL EQUIPMENT TRAINING --		

KEY: RGT - Recurrent Ground Training PC - Proficiency Check
RFT - Recurrent Flight Training LC - Line Check

TABLE 3.2.11.3.
PART 135 REQUALIFICATION CURRICULUMS
FLIGHT CREWMEMBER OVERDUE TRAINING
SINGLE AND MULTIENGINE GENERAL PURPOSE AIRPLANES

Time Past Month Due	RGT SEGMENT	RFT SEGMENT	QUALIFICATION SEGMENT
Up to 12 calendar months	The portion of RGT not accom- plished when due.	The elements not accom- plished when due.	The modules not accomplished in the eligibility period: PC, LC, or special.
12 to 35 months	50% of hours for initial equipment	50% of hours for initial equipment	All qualification modules of the transition curriculum.
More than 35 months	-- SAME AS INITIAL EQUIPMENT TRAINING --		

KEY: RGT - Recurrent Ground Training CC - Competency Check
RFT - Recurrent Flight Training LC - Line Check

627. CREWMEMBERS WHO ARE NONCURRENT OR OVERDUE UPON REASSIGNMENT TO A DIFFERENT TYPE OF AIRCRAFT. A crewmember who is reassigned to a duty position or aircraft type in which the crewmember was previously qualified, but is not currently qualified, must receive requalification training. The method used to requalify the crewmember differs according to the reason for the requalification, as follows:

A. A crewmember who is unqualified solely because of not having accomplished the required currency events, may be requalified in accordance with paragraphs 623 through 627 of this section, as applicable.

B. A crewmember who is unqualified for being overdue recurrent training may be requalified in accordance with tables 3.2.11.1. through 3.2.11.3., as applicable.

629. CREWMEMBERS REASSIGNED TO A PREVIOUSLY HELD DUTY POSITION IN AN AIRCRAFT CURRENTLY BEING FLOWN. When a crewmember is reassigned to a duty position previously held in the same type of aircraft the crewmember currently flies, requalification training may be necessary. The method used to requalify the crewmember differs

according to the reason for the requalification, as follows:

A. When a pilot is returning from SIC to PIC or from FE to SIC, the crewmember must meet both the recency of experience and recurrent training requirements for the duty position or be placed in requalification training.

(1) A crewmember who is unqualified solely for being noncurrent may be requalified in accordance with paragraphs 623 through 627 of this section as applicable.

(2) A crewmember who is unqualified for being overdue for a recurrent training module may be requalified in accordance with tables 3.2.11.1. through 3.2.11.3., as applicable.

B. When a crewmember is moving from a pilot crewmember position to the flight engineer position, requalification must be accomplished in accordance with paragraph 625 (see table 3.2.11.1.).

C. When a PIC moves to an SIC position, requalification training consists of seat-dependent tasks related to the SIC position, such as checklist flow, and paperwork such as flight logs and weight and balance. Seat dependent requalification training requirements vary depending on the length of time the pilot was out of the

SIC position and the complexity of the aircraft. Because of the wide variance in these situations it is not practical for each situation to be addressed in this handbook. POI's must exercise judgment when reviewing each case.

631. REQUALIFICATION OF FLIGHT CREW-MEMBERS WHO HAVE FAILED A CHECK. A flight crewmember who fails a required check must be entered into requalification training. The requalification training segment must consist of at least that remedial training required to restore the airman's competence in the failed events. Training may consist of as little as a detailed debriefing or it may need to be very extensive. Additional training should be given to strengthen the crewmember's overall performance. The reasons for the disqualification and the training given must be entered in the airman's records.

A. The instructor or check airman conducting this training must certify to the crewmember's proficiency before the crewmember reaccomplishes the checkride. This certification is not limited to the events the crewmember failed but it encompasses all events of the qualification module.

B. The operator must notify the POI of all failures. Notification must be timely, so that the POI may arrange for an inspector to conduct or observe the qualification module when, in the POI's judgment, this action is required. Observation should be accomplished in the case of PIC's failing basic qualification modules or line check modules. Operators may conduct as much requalification training as necessary before scheduling and conducting the qualification module.

C. The qualification curriculum segment for an SIC or FE shall consist of the module previously failed. The qualification curriculum segment for a PIC shall consist of either the basic qualification module, the line check module, or both, if appropriate.

633. EVALUATION OF REQUALIFICATION TRAINING CURRICULUMS FOR INITIAL APPROVAL. When evaluating a requalification training

curriculum outline for initial approval, inspectors must determine that the appropriate aircraft ground, flight, and qualification curriculum segments are listed and that each curriculum segment contains the required elements.

A. Recency-of-experience modules only have to contain a listing of the events to be accomplished and the method the operator intends to use to accomplish them.

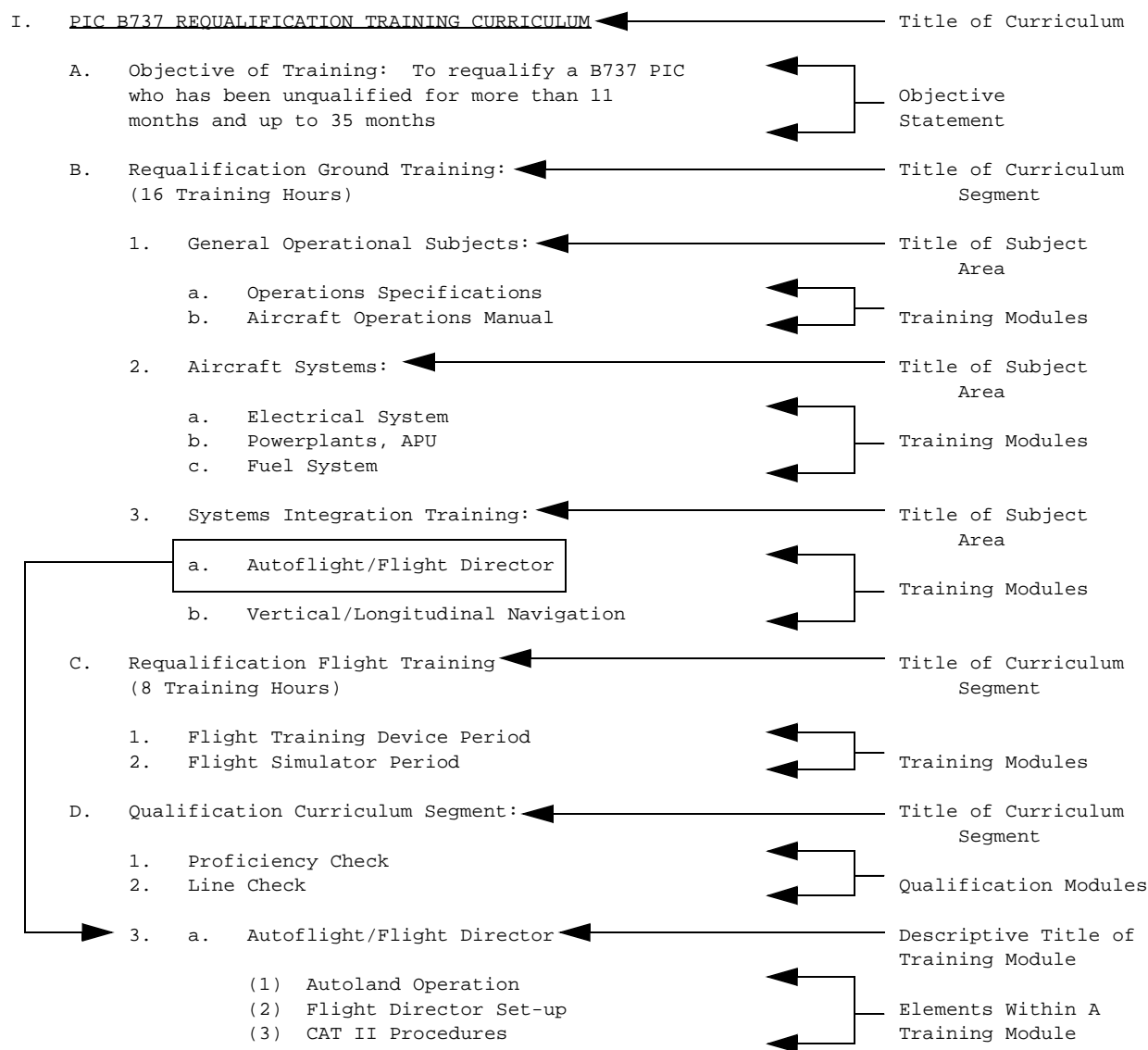
B. The curriculum should contain training and qualification segments for remedial training of disqualified crewmembers. The training segment only needs to contain a simple statement that the training given will be prescribed for the individual case in order to re-establish the crewmember's proficiency. The qualification segment, however, shall contain a listing of the modules the crewmember must complete to regain qualification.

C. Separate curriculum outlines should be prepared for crewmembers overdue training in accordance with tables 3.2.11.1. through 3.2.11.3., as appropriate. The curriculum outline should provide sufficient information to allow the POI to determine that the elements and events in each training module are adequate to properly requalify the crewmember. An example of a requalification training curriculum outline, with a sample training module (autoflight/flight director), is in figure 3.2.11.1. The subject area content of aircraft ground and flight training curriculum segments and of qualification curriculum segments are in sections 5, 6, and 7, respectively, of this chapter. The job aids associated with these sections should be used in conjunction with tables 3.2.11.1. through 3.2.11.3. by POI's when determining the adequacy of an operator's proposal.

D. One technique an operator may use to construct requalification curriculum segments for approval is to start with ground and flight training modules from other curriculums (such as PIC transition aircraft ground training) and to remove unnecessary elements or to adjust the content of the elements as necessary. In the example shown in figure 3.2.11.1., the number of elements and events in the training modules have been reduced from those provided for initial equipment training.

634. - 636. RESERVED.

FIGURE 3.2.11.1
EXAMPLE OF A REQUALIFICATION TRAINING CURRICULUM OUTLINE



[PAGES 3-360 THROUGH 3-364 RESERVED]

